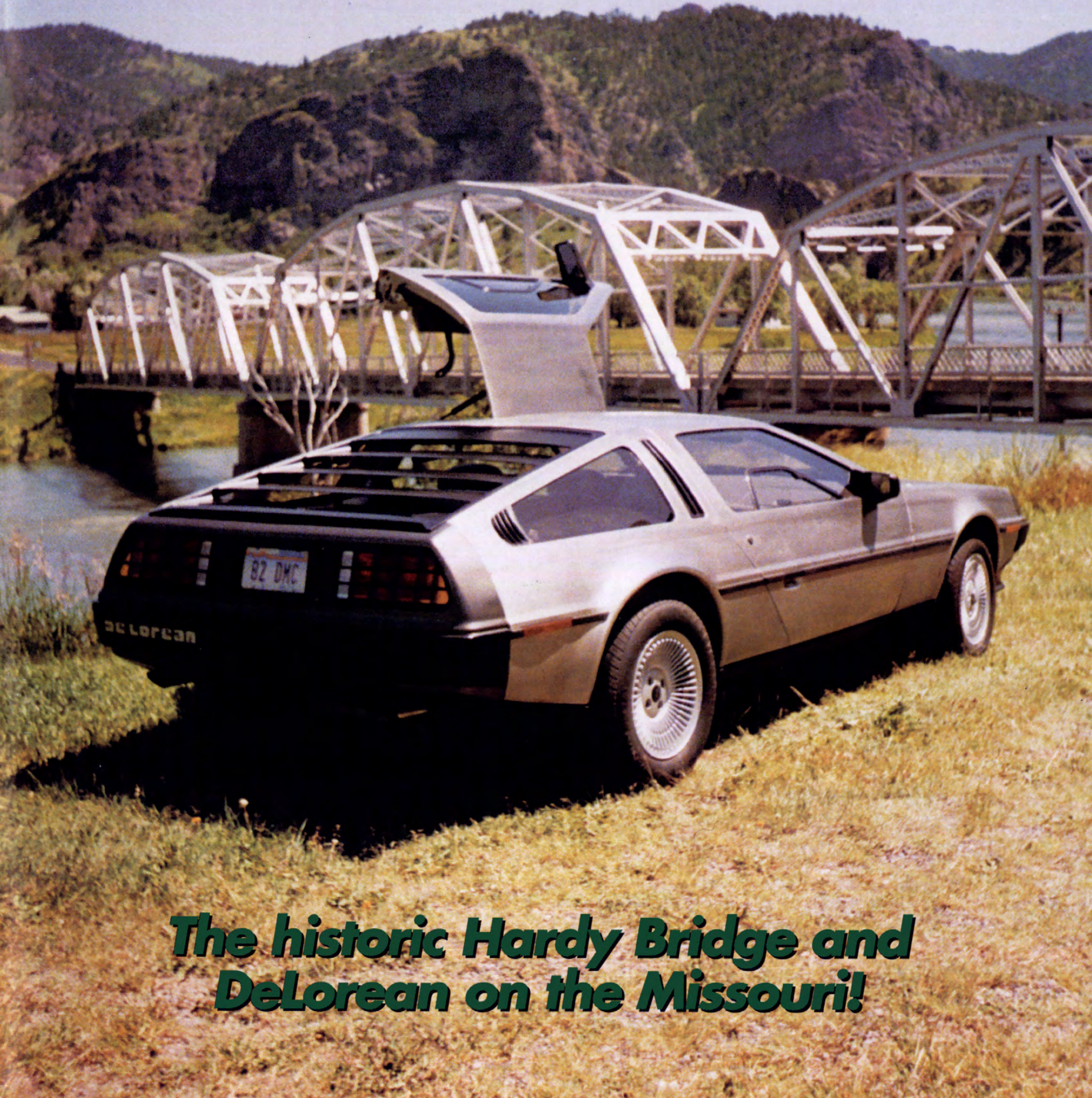
DeLoreanWorld

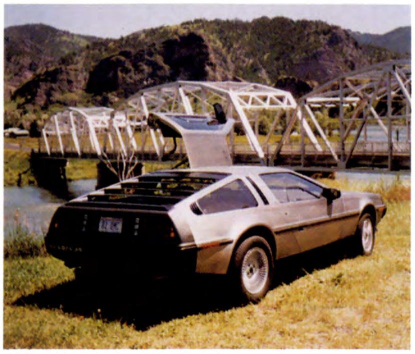
Published Quarterly by the DeLorean Owners Association Volume 11, Number 1; 1994



The historic Hardy Bridge and DeLorean on the Missouri!

EXPO '94

JOIN US IN FABLED WILLIAMSBURG, VIRGINIA
MAY 19 THROUGH 22, 1994



COVER PHOTO:
Photo by James W. Horne
DeLorean on the Missouri at the Hardy Bridge, Montana
VIN #11483

DELOREAN WORLD

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DeLoreanWorld

DeLorean World, Volume 11, Number 1; 1994

CONTRIBUTING WRITERS	Bruce Benson Ed Bernstein Ray Haug MaryLou Knudsen Stan Marks Don Sigler
CONTRIBUTING PHOTOGRAPHERS	Ed Bernstein James W. Horne Kjell Myhre Don Sigler
ADVERTISING DIRECTOR	Bob Weinreb 19806 East Sunset Vista Road Walnut, CA 91789-5320 (909) 598-0590
DESIGNED AND PRODUCED BY	Jan H. Detanna Creative Link Glendale, CA
DELOREAN OWNERS ASSOCIATION BOARD OF DIRECTORS	David Knudson, President John Truscott, Vice President, Technical Director/Membership Director Mary Lou Knudson, Vice President, Activities Director Ray Haug, Secretary Joan Truscott, Treasurer John Truscott, Membership Director Jack Balderston, Parliamentarian Marcie Haug, Products Director Millie Bernstein, Area Regional Chapter Director Robin McNeill, Historian/International Director Bob Weinreb, Advertising Director Don Sigler, Concours Chairman Ed Bernstein, Director at Large Barbara Gomez, Director at Large Tom Gomez, Director at Large Delores Hales, Director at Large Jim Hales, Director at Large Linda Porter, Director at Large Rhetta Schwartz, Director at Large Arnold Schwartz, Director at Large John Spurlin, Director at Large Debbie Spurlin, Director at Large Susan Weinreb, Director at Large
PRESIDENTS EMERITUS	Kjell Myhre Gil Moreno Ed Bernstein Bob Giedeman
EDITORS EMERITUS	Kerry Carmody Dan DePrez Ed Bernstein Bob Giedeman

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SEND TO:	**Creative Link** Jan H. Detanna 1721 Victory Blvd. Glendale, CA 91201
EDITORIAL CONTRIBUTIONS	should be sent to DeLorean World, 1721 Victory Blvd., Glendale, CA 91201. Submissions are subject to review and the author should retain a copy. Photographs should be color or black and white printed on glossy stock, unless specifically submitted as a cover photo. The DeLorean Owners Association is not responsible for unsolicited materials.
TECHNICAL CORRESPONDENCE MAY BE DIRECTED TO	John Truscott Technical Director 879 Randolph Road Santa Barbara, CA 93111 (805) 964-5296
MEMBERSHIP COMMUNICATION MAY BE DIRECTED TO	David Knudson President c/o Walker, Knudson & Campbell 2500 Wilshire Boulevard, Suite 602 Los Angeles, CA 90057
CHANGE OF ADDRESS	Eight weeks notice is required for change of address. Please send new address and old address with imprint from recent issue to: DeLorean Owners Association, Membership Data Center, 879 Randolph Road, Santa Barbara, CA 93111, (805) 964-5296.
SUBSCRIPTIONS	DeLorean World is the official publication of the DeLorean Owners Association and is available only to the Association membership and DeLorean World advertisers. Membership information may be obtained by contacting John Truscott, 879 Randolph Road, Santa Barbara, CA 93111. (805) 964-5296.

DELOREAN EXPO '94
May 19-22, 1994
Williamsburg, Virginia

ON THE COVER:

The historic Hardy Bridge built in 1931 crosses the Missouri River near Hardy, Montana. The Big Belt Mountain Range can be seen in the background. Upstream the Missouri winds through the Gates of the Mountains, discovered and so named by the famous explorers Lewis and Clark. In this area, Mann Gulch, the spot where thirteen U.S. Forest Service Smokejumpers lost their lives in a firestorm while fighting a forest fire in 1949, connects with the Missouri River. Holter Lake, Lake Helena, Hauser Lake and Canyon Ferry Lake, four of Montana's most popular fishing areas are located in this vicinity. Hardy Bridge was used during filming of some action car scenes in the 1987 movie The Untouchables, starring Sean Connery, Kevin Costner and Robert DeNiro. The Hardy Bridge was selected because it resembled a border crossing between the United States and Canada during the 30's era.

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PRESIDENT'S MESSAGE

By David Knudson

THE INSURANCE IS COMING!

I think I have an idea how Michelangelo must have felt when he was eight-tenths of the way through painting the ceiling of the Sistine Chapel. You'd like to breathe a huge sigh of relief after all those years but the building might burn down tomorrow, so you don't.

An insurance plan for Association members has been at least seven years in its development and we're just about there. As I write this, the contracts are being signed and the Insurance Commissioners of the major states are being contacted.

As soon as we know the details, we'll let you know.

A REAL LOSS

We lost Phyllis Balderston to cancer in November. Phyllis was one of our most active and bright Board members. We miss her very much and we're glad that her husband, Jack, will stay on and continue to contribute his financial management skills to the Association.

JUNK FOR SALE

More and more, we are receiving word from DeLorean owners who have bought used DeLorean parts that have turned out to be worthless.

Usually it happens when an owner responds to an ad in a magazine or newspaper and the parts they receive through the mail are little more than junk. But many parts, such as distributors and fuel pumps, have been viewed first then purchased. They look alright on the outside but the insides turn out to be rusted or corroded.

As the cars get older, more will be parted-out; most often because they have been stored incorrectly and the weather has taken such a toll that it would cost the owners more to repair them than they are worth. It is not unusual to see an ad that reads something like, "DeLorean being parted out. Only 6,000 miles on it. Call for great prices." Unfortunately, that low mileage is probably indicative of a problem car and therefore, problem parts.

I've met hundreds of DeLorean owners through the years and they are a very savvy bunch. But parts aren't cheap and a "great price" can be hard to pass up. However, I do recommend that you deal only with well-established firms and if the part you need is available new, buy it new. Chances are, it will be your best buy in the long run.

THE INVESTMENT PHENOMENON

I was waiting for my car outside a car wash the other day in a large group of people. As my car rolled out the end of the machines, I overheard one man ask another, "Is that your DeLorean?" The other said, "No, but I wish it was. They're worth a lot now." The conversation continued with how he could have bought one for so little a few years ago, etc.

Now that most of the American automotive gurus have sifted through the thousands of potentially collectible automobiles and placed the DeLorean at or near the top, European newspapers are picking up the story.

We have received several articles since the Euro Expo that were published in European magazines and newspapers, all talking about the collectibility of the DeLorean. Word sure gets around if you work at it.

WILLIAMSBURG, HERE WE COME

Momentum is building for DeLorean Expo '94 in Williamsburg, May 19-22. I'd like to really emphasize one highlight - the Concours d'Elegance. This is going to be the biggest and best Concours we've had. Bar none. We already know of several pristine cars that will be traveling across the country to enter. So don't miss this one.

AREA REGIONAL **CHAPTER CALENDAR OF EVENTS** FOR 1994 PAST–PRESENT–FUTURE

by Millie Bernstein, Area Regional Chapter Director

If you've missed an event in your area, make sure you contact you local Area Regional Chapter Coordinator regarding upcoming activities and to get on their mailing list.

DELOREAN OWNERS ASSOCIATION

Mary Lou Knudsen, Activities Director
(818) 352-7232

MAY 19-22	EXPO '94 Williamsburg, Virginia

AREA REGIONAL CHAPTER 12

Southern California
Ed Bernstein, Coordinator
(818) 993-0967

MARCH 19-20	Back Road Legends Weekend

AREA REGIONAL CHAPTER 23

Ohio
Bob Trunick, Coordinator
(216) 772-4783

AREA REGIONAL CHAPTER 38

United Kingdom and Ireland
Robert Lamrock, Coordinator
0232-382553

NOTICE!!!!

In the future, please send all DeLorean World articles and photographs directly to the publisher:

Jan Detanna
1721 Victory Blvd.
Glendale, CA 91201
(818) 507-8733

Because the acquisition of articles continues to be an ongoing problem, The Association is now offering **$50.00 in payment** to the author of any feature-length article that is published.

A CALL TO ALL DELOREAN GOURMETS

We would like to put together an Easy Gourmet Cookbook with and for our DeLoreran Owners Association friends and families. Please send me your favorite, easy, fool-proof recipes.

Marcie Haug, Products Director
DeLorean Owners Association
1617 Del Valle Avenue
Glendale, CA 91208
(818) 243-2616

Hang on to your hat and to your collectibles

This article was reprinted from an Associated Press release.

Rick Cole, collector car authority and director of the World Classic Auction and Exposition Co., has announced his 1993 "Gold List" of collectible automobiles—vehicles currently selling for under $25,000 that are expected to appreciate in value over the next five years.

Following is the 1993 Rick Cole Gold List, complete with current values and projected five-year price ranges.

DeLorean DMC-12, 1981-1983. Current: $20,000-$25,000. Projected: $30,000-$40,000.

Lancia Fulvia Zagato Coupe, 1967-1973. Current: $6,000-$8,000. Projected: $12,000-$15,000.

Mercedes Benz 190SL, 1954-1963. Current: $15,000-$25,000. Projected: $25,000-$40,000.

Pick-up trucks, 1950s. Current: $6,000-10,000. Projected: $15,000.

BMW 2002 tii, 1972-1974. Current: $4,000-$6,000. Projected: $8,000-$10,000.

Volkswagon "Bug" Convertible, 1955-1959. Current: $5,000-$10,000. Projected: $15,000-$20,000.

FiatDino, 1967-1972. Current: $20,000-$25,000. Projected: $25,000-$40,000.

Mercedes Benz 280SL, 1969-1971. Current: $15,000-$20,000. Projected: $25,000-$30,000.

Triumph TR 8, 1980-1981. Current: $6,000-$8,000. Projected: $12,000-$15,000.

Chevrolet Caprice Convertible, 1975. Current: $4,000-$6,000. Projected: $12,000-$15,000.

In Memory of Phyllis Balderston

October 13, 1931 - November 13, 1993

The Board of Directors suffered a significant loss when Secretary, Phyllis Balderston, passed away in November.

Phyllis, who served as Secretary for many years, played an important role in the forming, as well as the ongoing management, of the Association.

She and her husband, Jack, who remains as Parliamentarian, always found time in their busy schedule of worldwide travel and philanthropic endeavors to participate in virtually all of our national and local events.

She will be sorely missed.

Before the trip to Cape Cod, I remember meeting Jack and Phyllis. It was during that trip however, that I became very impressed by them. As I recall, it was on or about the time of their anniversary and I was struck by how much in love they were and how beautifully they danced together - like a couple who were in sync in so many ways. My husband Greg noticed it too, and we were inspired by them.

We also had occasion, a couple of years ago, to rendezvous with them in Orlando for dinner and a lovely evening together. We will remember them fondly and pray that Jack will be relieved of his grief and that Phyllis will spend eternity in God's embrace.

Carol Ann Gruetzmacher
Mt. Dora, Florida

There is an emptiness in all our lives when someone who has touched so many with love and laughter walks on.

Phyllis included all of us in her family and so we have all lost one of our own.

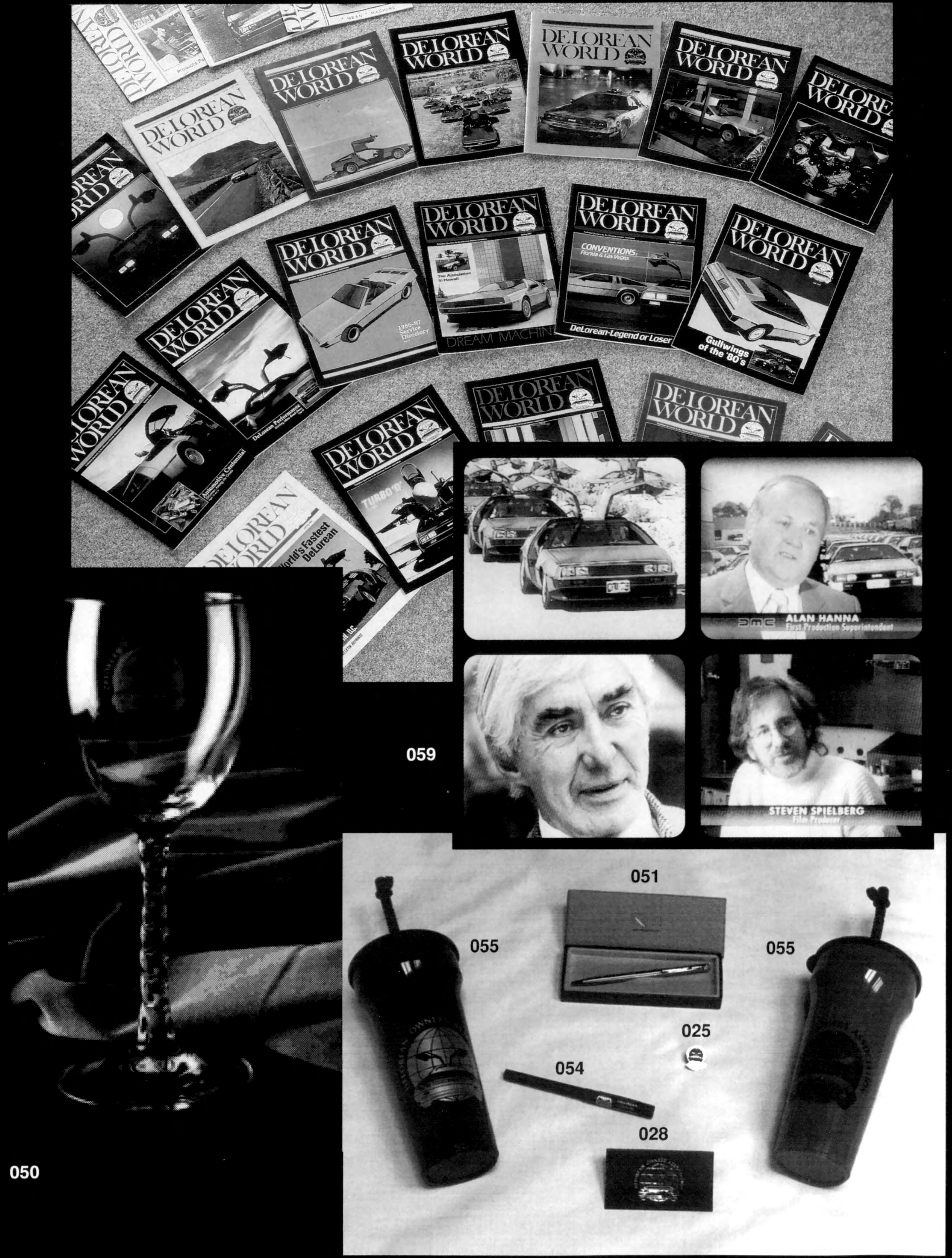
For some, the adjustment to her absence will be more difficult. Some will regret that they never knew she was sick or in pain and so never had the chance to try to make her days a little more comfortable. Some will regret that they never said goodbye. Some might have issues with her that will now be unresolved and they will carry a sense of guilt that will increase their burden of sorrow.

I only spent a few hours with Phyllis compared to the rest of you but I love her for the joy she gave.

Now, I share your tears and my heart aches for Jack and the whole family and all my friends in the Association. I will be praying for all of you.

For those who continue to grieve for Phyllis, I hope you will remember, after the tears have flowed (I know they never stop), that the only pain she will feel from now on will be if you stop living your life because she had to stop living here. We love you, Phyllis. We shall see you again.

Louise Kleba
Cape Canaveral, Florida



DeLorean Owners Association Products

*** * * * FREE WHILE SUPPLY LASTS * * * ***

Event Sweatshirt with Minimum Purchase (except magazines)**: $100 - Asilomar; $200 - Cape Cod.**

JACKETS and PULLOVERS

057	Black Cotton Knit Sweater with Embroidered Logo. **Great for Winter Weather**. M to XXXLg	**$40.00**
019	Black Satin Coaches' Jacket; Flannel-lined; Snap front. M . **Only 1 left !**	**$35.00**
019W	White Satin Coaches' Jacket. Flannel-lined; Snap front. Sm & XLg. **Only 3 left !**	**$35.00**
016W	White Long-sleeved Sweatshirt with large Logo; washable. Sm to Lg	**$25.00**
016B	Black Long-sleeved Sweatshirt with large Logo; washable. Sm to Lg	**$25.00**
016CC	Cape Cod Expo ' 89 Red Long-sleeved Sweatshirt w/silver DeLorean. S, M, XXLg. **SPECIAL!**	**$16.00**

POLOS and T-SHIRTS

012P	Our Best Polo Shirt with embroidered Logo (with pocket); red or blue. M to Lg	**$30.00**
012	Our Best Polo Shirt with embroidered Logo (no pocket); gray, green, or white. M to XLg	**$28.00**
006	Tee Shirt w/ printed Logo; blck/gry. M to Xlg	**$12.00**
017	Ladies scoop neck Tee Shirt with Logo (washable). Gray only. S & Lg	**$10.00**
006LV	Las Vegas Expo '91 Red Tee Shirt with Logo. Collectors Item. XXLg. **Only 2 Left !**	**$6.00**
046	Osage Beach '88 Convention Gray Tee Shirt w/ Logo. 10-12; 14-16, & Small. **Only 6 Left!**	**$6.00**

SPORT APPAREL

002	Baseball Cap with mesh back and Logo; white, emerald green, gray or royal blue	**$15.00**
043	Oversized Silver Tank Top with printed Logo; 100% cotton. One size fits all	**$20.00**
007	Nylon Running Shorts with Logo; black or gray; washable. Sm to Lg	**$14.00**
014	Black Knit Zippered Vest w/printed Logo. Sm	**$9.00**

OFFICIAL ACCESSORIES

031	Association Logo Chrome Badge for car	**$12.00**
056	Association Logo Chrome Coin Key Ring	**$6.00**
029	Association Logo Siltone Money Clip	**$5.00**
018X	Association Logo 3 inch Embroidered Patch	**$3.75**
024	Association Logo Cloisonné Lapel Pin	**$3.00**
025	Association 10th Anniversary Lapel Pin	**$2.00**
028	Association Logo Business Card Magnet	**$1.00**
053	Association Logo 3 inch Silver Sticker	**$0.25**
053-6	Package of 6 Logo Stickers	**$1.00**

DECORATOR

026	Brushed Silver Photo Album. 7" X 8" ; cloth lining, name-plate, gift box.	**$46.00**
026F	Fillers for 026 Photo Album	**$6.00**
050	Official Association Wine Glasses. 1 glass:	**$5.50**
	Set of 2:	**$10.00**
	Set of 4:	**$19.00**
	Set of 6:	**$28.00**

NOVELTY

051	Brushed Silver Quill Pen with Logo	**$12.00**
054	Bic Rollerball Pen; black with Silver Logo	**$2.00**
027	License Plate Frame with Logo **"My Other Car is a DeLorean"**	**$5.00**
055	Big Mouth Tumbler with Capped Straw and Logo. **Great for Traveling**. Black or Red	**$4.50**

VIDEOS and MAGAZINES

059	**"Back from the Future"** VHS Video. Historic half hour video of DeLorean factory, early prototypes, the Association, "Back to the Future" ride in Florida. Produced by Robert Lamrock, Ulster TV	**$36.95**
DW-1	Back Issues of DeLorean World. **See separate page for list of Back Issues and Specials**	**$12.50**
DW-6	Package of any 6 issues	**$50.00**
049	DeLorean World Magazine Binder with Logo; silver and black; holds 12 magazines	**$15.00**

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$25.01 to $40.00	**$ 5.00**	$70.01 to $95.00	**$ 8.00**
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Please allow 4-5 weeks for delivery.

Contact: **Marcie Haug - Products Director** for more information.

DeLorean Owners Association Products
1617 Del Valle Avenue
Glendale, CA 91208
(818) 243-2616

LE CERCLE COUNCOURS D'ELEGANCE

by Don Sigler,
Concours Director

Sunday was extremely eventful for two reasons: we, in California, experienced our largest earthquake in 40 years and DeLoreans were on display with some of the finest cars in the world.

You heard all about the earthquake, but chances are you didn't hear a word about Le Cercle Concours d'Elegance - a concours second only to Pebble Beach for prestige and sheer dollar-volume automobiles.

Referred to by insiders as "La Sirk", this spectacular display of motoring art drew many cars that were worth well over $1 million each. Rare Dusenbergs, Gull Wing Mercedes, Cords, Bugattis, Cobras, Rolls Royces, Ferraris, Pierce Arrows and the like glistened on the grounds of Brentwood's huge Veteran's Administration Park in Los Angeles.

Nestled among these auspicious marques were two gleaming DeLoreans flanking our cabana-covered, balloon-festooned booth.

This concours was "by invitation only" so we were proud even to be asked to attend. However, vehicles need to be at least 15 years old to compete, so our only goal was to expose the DeLorean marque to the hundreds who attended as well as some of the country's top automobile collectors.

You might think our little stainless steel gems would be grossly overpowered by so many crown jewels but we had more than our share of attention. Even at that level of visual competition, the DeLorean design and mystique draws a crowd.

Other areas of interest, beyond the automotive extravaganza, were several celebrities, including Jay Leno, who brought his Mercedes SSK Roadster and was interviewed over the PA system.

My thanks to Dick Shipman for displaying his exceptionally clean, modified car alongside my stock car. Also thank you to John and Joan Truscott for bringing the cabana, tables and chairs and putting together the intricate and eye-catching balloon arch. And to Robin McNeill, Tom and Barbara Gomez, and David and Mary Lou Knudson for manning the booth and helping me answer questions for the concours attendees.

DMC MINUS CFC = HFC

A hot subject about our air conditioners

By Bruce Benson

By mid-June, the desert areas of the American West are really starting to heat up. Temperatures typically exceed 100 degrees Fahrenheit. Interstate 15, which runs through St. George, Utah and on into Las Vegas, traverses this oven-like area. My wife and I drove our DeLorean through this area a few Junes back on the way to Los Angeles. One of the radiator cooling fans quit and we had to drive the last hundred miles into Las Vegas with the mini-windows open, the heater temperature turned to hot (in order to gain the heater core as additional radiator capacity) and our air conditioner turned off! We limped into Las Vegas with one very big observation standing out in our minds. This car is merciless without its air conditioner.

Automotive air conditioners are a popular topic these days. Most manufacturers have, or will soon have, converted from CFC refrigerants (R-12) to the new HFC (R134a). What implication will this have on the DeLorean? I asked myself that question and proceeded to do a little research.

THE ARGUMENT CONTINUES, BUT THE LAW IS THE LAW.

Let's start at the beginning - the hole in the ozone layer. Scientists theorize that chlorofluorocarbon (CFC) is escaping into the upper atmosphere where, in certain latitudes during the winter months, its molecules attach to ice crystals. As the spring sunlight, with its ultraviolet rays, melts the ice crystals, it causes a chemical reaction which breaks the chlorine atom from the CFC. That atom reacts with the ozone in the upper atmosphere to form chlorine monoxide and oxygen gas. This reaction destroys the ozone molecule. Some argue that there is an abundance of natural chlorine from evaporating sea water and volcanic eruptions and that CFC's contribution to this reaction is rather insignificant. Others claim that natural chlorines are water soluble and the bulk of them are washed from the atmosphere at low altitudes by rains. They say man-made CFC's are not water soluble, are unaffected by rains and are free to drift into the upper altitudes. Automobile air conditioners account for 21% of those CFC's.

"This car is merciless without its air conditioner."

It no longer matters which theory we subscribe to because the die was cast in Montreal a couple of years ago when 124 countries signed a protocol phasing out the production of CFC. 1996 will be the last year CFC will be produced and air conditioners that use R-12 will have to rely on stockpiles of new or recycled refrigerant. By then, no new cars will use R-12 and most major manufacturers will have retrofit kits to convert old systems to HFC R-134a. With all this in mind, should we be concerned about our DeLorean at this time?

BUT WHAT ABOUT DELOREANS?

You've just read the extent of my knowledge. I had to seek out someone with more background and insight so, since I work in a Ford assembly plant, our resident engineer seemed the logical place to start. He introduced me to an engineer whose specialty is automotive climate control. By sheer coincidence, he happened to know another climate control specialist working in Dearborn, Michigan who also owns a DeLorean and belongs to the DeLorean Owners Association. Bob Amano is his name, and he was quite knowledgeable on the subject. I assembled all the information from these varied sources and here's what I found:

Everyone I spoke with assured me that most major manufacturers have stockpiles of R-12 that will last the rest of this decade. That sounds encouraging but what changes are involved in adapting to the new system?

HFC molecules are smaller than CFC's and most of their refrigerant properties are different enough that certain mechanical changes would be required to use HFC in a car such as the DeLorean, which was designed to use CFC. All the hoses and seals would have to be changed, as HFC is more prone to leakage and because a new type of lubricant must be used. (All CFC systems use a mineral-based lubricant which is not compatible with HFC refrigerants.) Ford is using polyalkylene glycole in their new system and that's not compatible with many of the old seals and hoses. The compressor and its seals must be upgraded. Radiator cooling fans should also be upgraded and the shrouds around them made more efficient because the whole system is going to have to work a bit harder to produce a bit less of a cooling effect.

After talking to Bob and looking at the information I've collected, it seems we're a few years away from having to consider changing our DeLorean systems. But there are some hurdles we're going to face starting now.

We have close to $60.00 worth of R-12 in our DeLoreans. (I've heard of some unscrupulous shops removing the R-12 during fall tune-ups, knowing it would not be missed until spring. Then, when you bring the vehicle back into the shop in the spring with low refrigerant levels they'll sell you back your recycled refrigerant along with federally-mandated repairs required to find the "leak.")

IT COULD BLOW THE WINDOWS OUT.

There is also a refrigerant that, hopefully, will be off the market by the time you read this. It's called OZ-12. It will work in an R-12 system and is composed of a blend of butane, isobutane and propane. It has the potential to be extremely explosive. The EPA ran some tests and found when 5.5 ounces were introduced into a vehicle's interior and combined with an ignition source an explosion resulted which blew out all the windows. You can imagine the result if an unsuspecting repair shop went to work on an air-conditioning system that had been charged with this mixture. The EPA estimates that 50,000 cars may have been charged with this product in the summer of 1993. They've pushed for a national ban to take effect February 15, 1994.

I'm really surprised at how many people are unaware they can no longer buy R-12 unless they are a licensed repair shop. This, along with the cost of federally-mandated recycling and mandatory repairing of leaks, will contribute to increasingly higher upkeep expenses of our DeLorean air-conditioning systems. However, I think if we are discerning about who works on them and can sustain the increased cost, we'll get along fine with the existing system for the near future.

England comes to California

by Mary Lou Knudson
Activities Director

It all started with a fax from Oregon member, David Takeuchi. He had picked up a request for auto owners and clubs in Southern California on Internet, a computer link.

Cinematographer roaming around for shots.

The request was from Peter Connors of Granada Television in Manchester, England. He is the producer of their highly rated, weekly show, "The Motor Show", and was looking to interview car people in Southern California. I thought at the time how unlikely it would be that the United States could get high ratings on a show about cars.

In any event, we were interested because we knew the publicity would be invaluable. So, I called David and he punched our positive response into his computer and, the following day, I heard from Peter Connors.

He was going to be in the Los Angeles area and all he needed was a location for the filming. Well, this sounded easy enough at first but it turned out to be a major problem. Virtually everyone I called required a permit, insurance coverage and, often, a healthy fee. We had none of these. I'm sure if we were going to shoot in just about any other city it would have been simple but I was rapidly running out of locations in the "Film Capital of the World."

I'd made calls to local members but I couldn't tell them where to congregate - no location. Finally, I called a friend of a friend who is a film producer and begged for help. He told me, in short, to find an out-of-the-way spot and forget all the bureaucracy. Combing my memory for awhile, I remembered a hidden-away place in a canyon in Pasadena. We'd met there for a mystery rallye several years ago and it was evident very few people knew it was there.

WAIT, WAIT, WAIT

The shooting was to start Saturday, January 8th at 2:00 and I had gathered thirteen DeLoreans and their owners. But we waited and waited - 2:30, 3:00, 3:30, 4:00. The shine on our cars and the gleam in our eyes were rapidly dimming. The natives were getting restless and they'd already determined my map was at fault. Moments before they were ready to turn on me, the crew showed up full of all kinds of apologies. A shooting they'd done in Beverly Hills took much longer than they had hoped. Seems they'd run into permit problems.

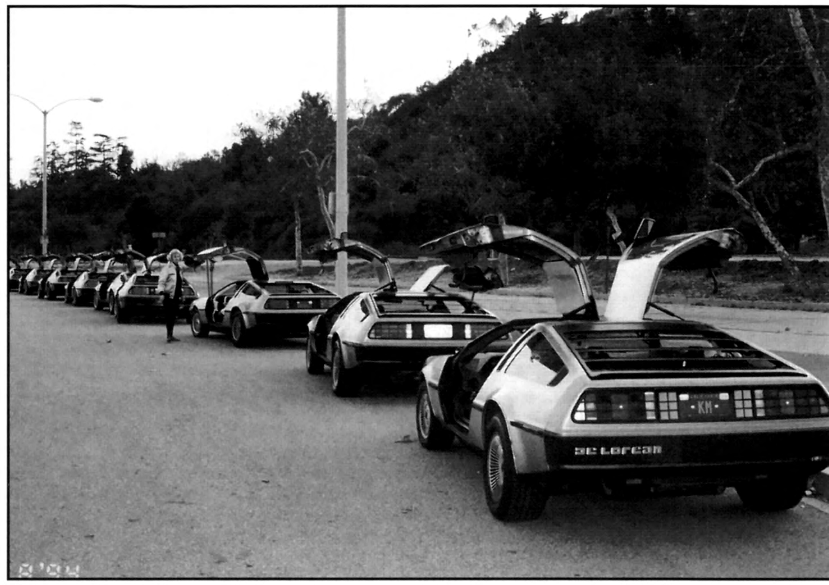
I felt particularly good when they said they appreciated such an excellent map. (Nyah, nyah.)

Being in such a deep canyon, we were beginning to lose the sun so everyone scurried around and the interviews were done in a matter of minutes. I realized how professional we'd become over so many TV interviews when our members just rattled off their pat answers to the always-asked questions.

Interviewer says, "Isn't it hard to get out of the car if you're close to something?" Member, "No, it's easier. The doors lift up, not out." Interviewer, "I bet parts are hard to come by." Member, "No, they are readily available." Etc., etc.

After the interviews, we left the canyon park and drove over to a huge parking lot near the Rose Bowl. There, we lined up caravan style and drove round and round with the camera truck filming alongside.

The whole thing took about an hour and a half and, as the crew took off, Peter Connors remarked that he'd never seen such a well-organized, professionally run car club. Little did he know how close I'd come to being lynched.



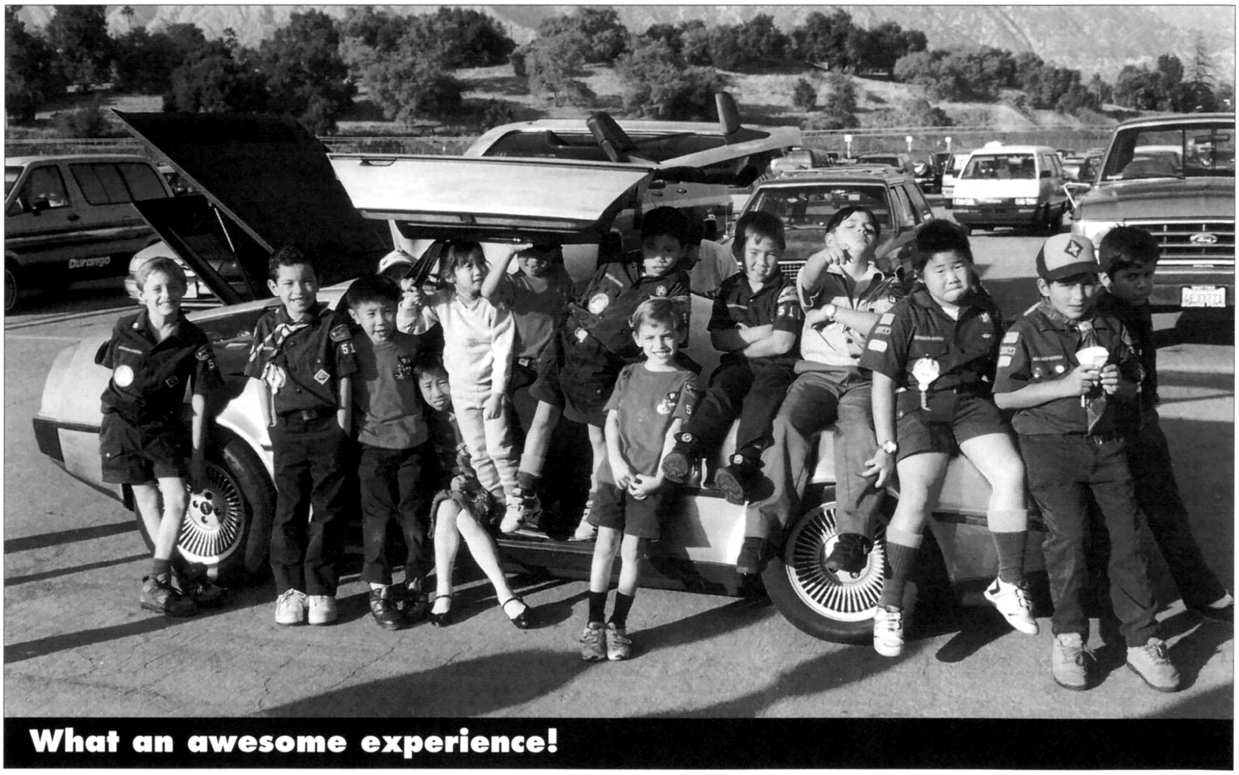
Top: Cars line up for film "run through."
Bottom: Association President David Knudsen is interviewed.

“Back TO OUR Future... TOTALLY AWESOME!”

How many Boy Scouts can you get in a DeLorean? How fast can a DeLorean go in the Santa Anita Race Track parking lot?

Members of Chapter 12 provided 4,000 Scouts in the San Gabriel Valley California the opportunity to take a ride in a DeLorean “Back to Our Future” for a “Totally Awesome” experience at their Scout Expo 1993 at Santa Anita Park. Thousands of Scouts, families, and friends participated in the biggest day of Scouting all year.

In addition to earning merit badges, learning new Scouting skills, climbing monkey bridges, many Scouts took their first ride in a DeLorean for a “quick lap” around the Santa Anita Parking lot, stopping only for an occasional photo session and fun “stuffing a DeLorean” with lots of Scouts.



What an awesome experience!

YOU ARE INVITED TO ATTEND

DELOREAN EXPO '94

AT WILLIAMSBURG, VIRGINIA, MAY 19-22, 1994

Association members from all over the world are in for one of the most interesting weekends they have ever experienced.

The location for EXPO '94 is Williamsburg, Virginia. Historic Colonial Williamsburg offers you the opportunity to step back into the 18th century. George Washington and Thomas Jefferson walked these streets. You can visit the shops of silversmiths, carpenters and carriage builders; stop in one of the many charming taverns for refreshments; stroll through gardens and feel the history of the past.

Close by are other attractions you can enjoy; for example, Jamestown and Yorktown, where Americans won their independence. For more modern fun, visit Busch Gardens, where you can take exciting rides and see the attractions and exhibits set within eight authentic European-style villages.

Thursday and Friday, May 18 and 19, have been set aside so you can enjoy these area attractions. We encourage you to pre-reserve the tours so that our group will be together.

The Association activities will begin on Thursday evening with the Grande Welcoming Reception.

Friday morning, the technical experts will preside over the Technical Seminar. They will give those attending important technical information and also answer your personal technical questions. That evening, the reception and dinner buffet will feature a wide variety of regional cuisine.

Saturday, the Product Sale and DeLorean Memorabilia Exhibit will take place. This is open to all of our advertisers and suppliers who wish to sell or exhibit DeLorean-oriented merchandise or memorabilia.

The Concours d'Elegance will be the highlight of the Expo. You will be able to watch the judges select the winners of this most competitive event. Also, you will have the opportunity to select your favorite car from a display of DeLoreans that aren't up to Concours competition. This event is called People's Choice.

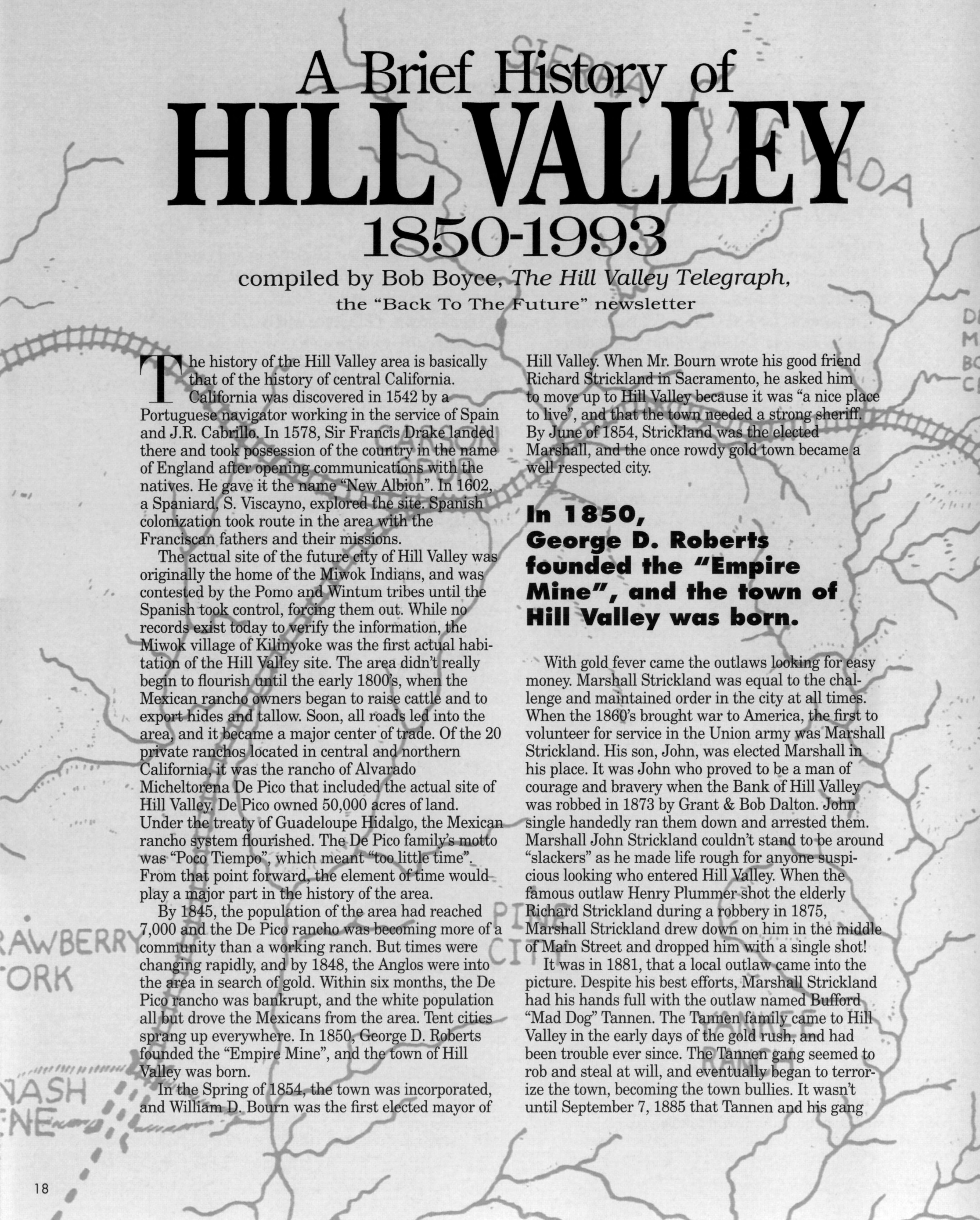
That evening, the EXPO '94 international banquet will honor members from all over the world. The Colonial Williamsburg chef is providing a colorful and tasty menu that will feature international dishes.

Awards will be presented that evening to the Concours d'Elegance winners and other surprise awards will also be given.

I have a challenge to members who live in the midwest and east. Last July, the west coast set a record. We brought together 111 DeLoreans that caravaned to Universal Studios in Hollywood. It was a thrill for all. Can we beat this number? Already, many west coast owners are planning to drive across the country to help break this record. Will you bring your DeLorean to the event? Great! If you do, we will break the west coast record for sure.

See you there.

Mary Lou Knudson
Activities Director



A Brief History of
HILL VALLEY
1850-1993

compiled by Bob Boyce, *The Hill Valley Telegraph,*
the "Back To The Future" newsletter

The history of the Hill Valley area is basically that of the history of central California. California was discovered in 1542 by a Portuguese navigator working in the service of Spain and J.R. Cabrillo. In 1578, Sir Francis Drake landed there and took possession of the country in the name of England after opening communications with the natives. He gave it the name "New Albion". In 1602, a Spaniard, S. Viscayno, explored the site. Spanish colonization took route in the area with the Franciscan fathers and their missions.

The actual site of the future city of Hill Valley was originally the home of the Miwok Indians, and was contested by the Pomo and Wintum tribes until the Spanish took control, forcing them out. While no records exist today to verify the information, the Miwok village of Kilinyoke was the first actual habitation of the Hill Valley site. The area didn't really begin to flourish until the early 1800's, when the Mexican rancho owners began to raise cattle and to export hides and tallow. Soon, all roads led into the area, and it became a major center of trade. Of the 20 private ranchos located in central and northern California, it was the rancho of Alvarado Micheltorena De Pico that included the actual site of Hill Valley. De Pico owned 50,000 acres of land. Under the treaty of Guadeloupe Hidalgo, the Mexican rancho system flourished. The De Pico family's motto was "Poco Tiempo", which meant "too little time". From that point forward, the element of time would play a major part in the history of the area.

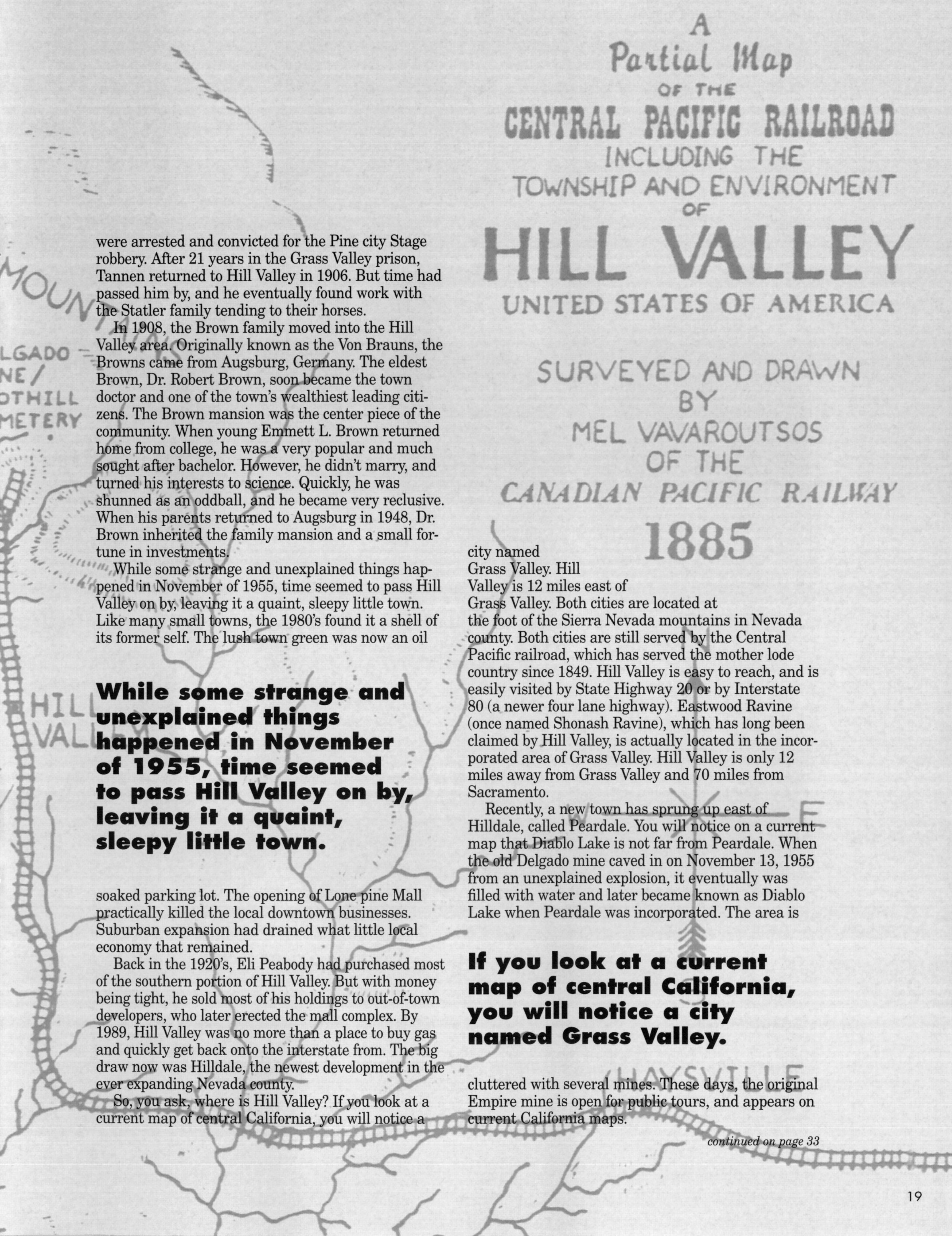
By 1845, the population of the area had reached 7,000 and the De Pico rancho was becoming more of a community than a working ranch. But times were changing rapidly, and by 1848, the Anglos were into the area in search of gold. Within six months, the De Pico rancho was bankrupt, and the white population all but drove the Mexicans from the area. Tent cities sprang up everywhere. In 1850, George D. Roberts founded the "Empire Mine", and the town of Hill Valley was born.

In the Spring of 1854, the town was incorporated, and William D. Bourn was the first elected mayor of Hill Valley. When Mr. Bourn wrote his good friend Richard Strickland in Sacramento, he asked him to move up to Hill Valley because it was "a nice place to live", and that the town needed a strong sheriff. By June of 1854, Strickland was the elected Marshall, and the once rowdy gold town became a well respected city.

In 1850, George D. Roberts founded the "Empire Mine", and the town of Hill Valley was born.

With gold fever came the outlaws looking for easy money. Marshall Strickland was equal to the challenge and maintained order in the city at all times. When the 1860's brought war to America, the first to volunteer for service in the Union army was Marshall Strickland. His son, John, was elected Marshall in his place. It was John who proved to be a man of courage and bravery when the Bank of Hill Valley was robbed in 1873 by Grant & Bob Dalton. John single handedly ran them down and arrested them. Marshall John Strickland couldn't stand to be around "slackers" as he made life rough for anyone suspicious looking who entered Hill Valley. When the famous outlaw Henry Plummer shot the elderly Richard Strickland during a robbery in 1875, Marshall Strickland drew down on him in the middle of Main Street and dropped him with a single shot!

It was in 1881, that a local outlaw came into the picture. Despite his best efforts, Marshall Strickland had his hands full with the outlaw named Bufford "Mad Dog" Tannen. The Tannen family came to Hill Valley in the early days of the gold rush, and had been trouble ever since. The Tannen gang seemed to rob and steal at will, and eventually began to terrorize the town, becoming the town bullies. It wasn't until September 7, 1885 that Tannen and his gang



were arrested and convicted for the Pine city Stage robbery. After 21 years in the Grass Valley prison, Tannen returned to Hill Valley in 1906. But time had passed him by, and he eventually found work with the Statler family tending to their horses.

In 1908, the Brown family moved into the Hill Valley area. Originally known as the Von Brauns, the Browns came from Augsburg, Germany. The eldest Brown, Dr. Robert Brown, soon became the town doctor and one of the town's wealthiest leading citizens. The Brown mansion was the center piece of the community. When young Emmett L. Brown returned home from college, he was a very popular and much sought after bachelor. However, he didn't marry, and turned his interests to science. Quickly, he was shunned as an oddball, and he became very reclusive. When his parents returned to Augsburg in 1948, Dr. Brown inherited the family mansion and a small fortune in investments.

While some strange and unexplained things happened in November of 1955, time seemed to pass Hill Valley on by, leaving it a quaint, sleepy little town. Like many small towns, the 1980's found it a shell of its former self. The lush town green was now an oil soaked parking lot. The opening of Lone pine Mall practically killed the local downtown businesses. Suburban expansion had drained what little local economy that remained.

While some strange and unexplained things happened in November of 1955, time seemed to pass Hill Valley on by, leaving it a quaint, sleepy little town.

Back in the 1920's, Eli Peabody had purchased most of the southern portion of Hill Valley. But with money being tight, he sold most of his holdings to out-of-town developers, who later erected the mall complex. By 1989, Hill Valley was no more than a place to buy gas and quickly get back onto the interstate from. The big draw now was Hilldale, the newest development in the ever expanding Nevada county.

So, you ask, where is Hill Valley? If you look at a current map of central California, you will notice a city named Grass Valley. Hill Valley is 12 miles east of Grass Valley. Both cities are located at the foot of the Sierra Nevada mountains in Nevada county. Both cities are still served by the Central Pacific railroad, which has served the mother lode country since 1849. Hill Valley is easy to reach, and is easily visited by State Highway 20 or by Interstate 80 (a newer four lane highway). Eastwood Ravine (once named Shonash Ravine), which has long been claimed by Hill Valley, is actually located in the incorporated area of Grass Valley. Hill Valley is only 12 miles away from Grass Valley and 70 miles from Sacramento.

Recently, a new town has sprung up east of Hilldale, called Peardale. You will notice on a current map that Diablo Lake is not far from Peardale. When the old Delgado mine caved in on November 13, 1955 from an unexplained explosion, it eventually was filled with water and later became known as Diablo Lake when Peardale was incorporated. The area is cluttered with several mines. These days, the original Empire mine is open for public tours, and appears on current California maps.

If you look at a current map of central California, you will notice a city named Grass Valley.

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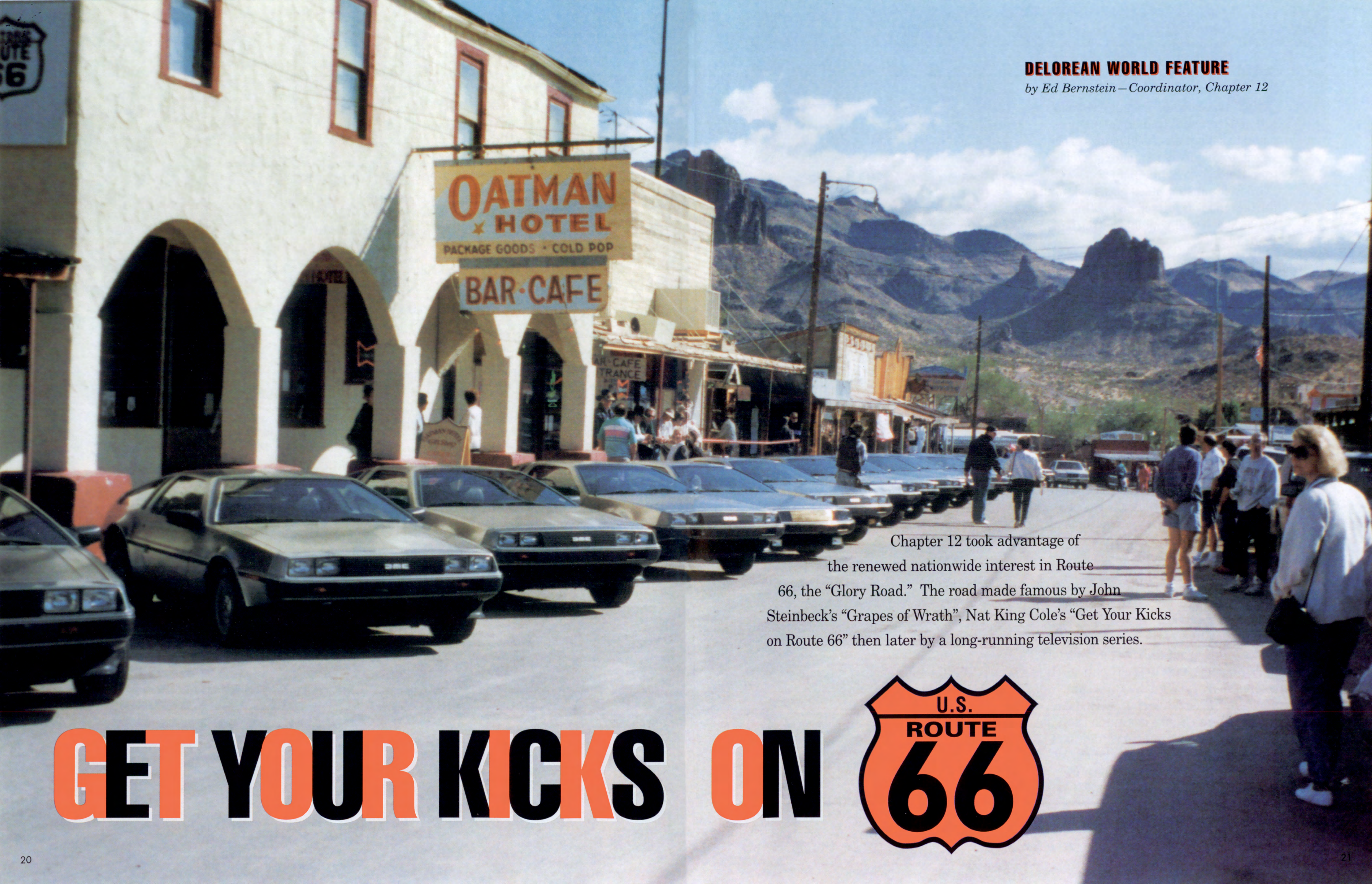
ROUTE 66
OATMAN HOTEL
PACKAGE GOODS · COLD POP
BAR·CAFE

DELOREAN WORLD FEATURE

GET YOUR KICKS ON U.S. ROUTE 66

by Ed Bernstein—Coordinator, Chapter 12

Chapter 12 took advantage of the renewed nationwide interest in Route 66, the "Glory Road." The road made famous by John Steinbeck's "Grapes of Wrath", Nat King Cole's "Get Your Kicks on Route 66" then later by a long-running television series.

Our event started Friday, November 12 at 8:30 a.m. Forty-three owners met at Griswold's Inn in Claremont, California and prepared to set out across 300 miles of the legendary highway that once stretched from Chicago to Santa Monica.

Griswold's history itself goes back to the thirties and it is located on Foothill Boulevard, a well-populated stretch of old Route 66.

THE ROUTE 66 MUSEUM

Our first stop was the Route 66 Museum in Rancho Cucamonga where, thanks to advance publicity, we were met by a large crowd of Californians anxious to get a close-up look at our cars.

After answering many questions and browsing through the museum, we were back on 66, traveling past dozens of establishments, alive and dead, that catered to the highway's thousands of travelers during its heyday.

One of the remaining oddities is the Wigwam Motel. Made famous on thousands of old postcards, it consists of about a dozen cement teepees. Thousands of midwestern families spent their first night in California here. No doubt hounded to stay by road-weary kids.

A TOUR OF A HARVEY HOUSE

Next stop, a tour of Barstow's Harvey House. This beautifully restored historic treasure dates back to the twenties. (It is where the movie "Harvey Girls" was filmed in the forties.) Harvey Houses were elaborate Santa Fe railroad stations that combined exceptional restaurants with upscale hotel accommodations. Harvey Girls were known to be pure, beautiful, intelligent and unavailable to leering travelers.

DMC
GIRLWNG

Harry Ward (left) and Brian and Dorothy Gates prepare to "restle" rattlers in Arizona along the border.

After the tour, it was time for a buffet lunch at Barstow's Idle Spurs Steak House - a very colorful old inn with trees growing through the middle of it.

Happy and stuffed, we mounted our stainless steel steeds and headed out across the Mojave bound for Laughlin - Nevada's newest gambling playground.

That night in Laughlin, we relived the day at a reception at the Flamingo Hilton, which was our headquarters for the event.

WILD MULES, GUNFIGHTS AND CLARK AND CAROLE

Saturday morning, we took off for the colorful old mining town of Oatman, Arizona. Oatman is situated on the most grueling stretch of Route 66 - an area that cost the vehicles as well as the lives and limbs of many cross-country emigrants.

Known today for its wild burros that roam the streets and its authentic Old West atmosphere, the entire town had made arrangements for us to line up our cars down Main Street. Although it was quite a sight, there were plenty of gasps as huge motor homes tried to squeeze through the narrow remaining lane.

Flamingo HILTON
Flamingo HILTON
DMC

Top: Impersonators (can you pick them out) at Laughlin's Flamingo Hilton. Bottom left: A "real-life" gunfight in Oatman.

COLD POP
BAR-CAFE

A "Navajo Taco" lunch was served to us in the colorful Oatman Hotel, reputed to be the honeymoon nest of Clark Gable and Carole Lombard.

WHAT TOWNS WERE NAMED IN THE SONG?

Then, it was back to Laughlin for the evening banquet, raffle and Route 66 song contest. Recently married Dorothy (Bradley) and Brian Gates had us all roaring as they encouraged teams to try to guess the towns mentioned in the Route 66 song - "Chicago, San Bernardino, Joplin, St. Louis, Kingman..." Oh well, my team didn't win.

Several members stayed through Sunday and left Monday but most headed home Sunday morning in what turned out to be quite a wind and rain storm.

Throughout the weekend, I kept thinking about my trip out 66 from Ohio and the hundreds of thousands who took the two-laner from the midwest to California.

Much of the old road still remains but most travelers bypass it today in favor of newer freeways and expressways. Sure, you get there quicker and safer now but you miss a lot of America along the way.

SUGGESTIONS FROM STAN

By Stan Marks, Do-it-yourself owner

As I have read about various "fixes" for our marque, I have continually asked the question, "Is this suggested fix going to improve my car, i.e., ride, handling, performance?"

It has been my unhappy fortune over the years to purchase items that have been thought of as a "fix" for problems that occur or preventative maintenance" for problems that have occurred to others.

FORGET "ADD-ONS"

What I have found out over the course of the years, and many dollars later, is that most of the so-called "add ons" are just a waste of money.

The best advice that could be given to a member of the Association is to use extreme caution in adding anything to the DeLorean automobile that was not on it when it was built. The home tech/mech who preaches that other parts can be made to fit, or adapted to our cars, when parts are readily available, is offering a disservice to members. In a pinch, or in an emergency, this may be acceptable. But only temporarily.

HAVE IT DONE RIGHT

I am not a mechanic by trade but fancy myself to be a fairly good amateur. Most of the servicing and updates have been done by me over the last ten years. Of course, much of the credit must be given to my service center for their guidance in many situations where I had no idea what to do. What I do want to point out is that, even by taking good care of my car and doing most of the repairs myself, when I took my car into my service facility for the 30,000-mile checkup, I found that I had to have a new clutch, thrust bearing and slave unit installed; transmission taken apart and many new parts installed - including a fifth gear, rear bearing on both sides, etc. I am now driving what amounts to a new car which, with proper care, should last for the next 30,000 miles, easily.

> **"What I have found out over the course of the years, and many dollars later, is that most of the so-called 'add ons' are just a waste of money."**

My recommendation to fellow members is to do what you have to do, but under your fund limitations. Have your car looked at by a DeLorean repair station, not the corner "nice guy" gas station. Even the local Volvo dealer would not touch my car. He told me that he was doing it for awhile but it got to be too much of a headache and he couldn't get parts.
(Shows what he knows.)

A CLUTCH PROBLEM

Now for some techie information from my somewhat limited experience. I had to replace a clutch master cylinder recently. It was experiencing a drop in the level of fluid in the reservoir and shifting was not operating properly. One day, in traffic coming home from work, shifting failed. No fun turning the car off when coming to a light and starting in gear to get going.

I bought a new clutch master cylinder unit and, after figuring out how to install it, did so. I bled the slave unit as directed and, guess what - I had a stream of brake fluid shoot straight up about 10 feet in the air from the master when I stepped on the clutch. I was told by the vendor that they had never had one bad unit. Surprise! I was shipped their first! The fluid should flow by gravity from the reservoir to the master then under pressure directly to the slave unit. If it does not function like this, the unit is defective. I don't blame the vendor because all parts, new or rebuilt, have defective units. So, if your part doesn't work the right way after you install the replacement, check to see if it is defective. The fact that it's new doesn't mean it's good.

FIRING ORDER

I went to do a simple thing like tune up my car. Simple perhaps in a 1983 American car, but not so in the DeLorean. One can get a hernia, broken wrist and apoplexy trying to replace the distributor cap and rotor.

You should be advised of the location of the cylinders and firing order since it is not the same as the ordinary American automobile. (see illustration "A.")

When tuning the car, many different plugs can be used but the recommended ones are the Bosch silver plugs which afford both dependability and longevity (30,000 miles). By the way, with the manifold assembly removed it is also very easy to change spark plug (and wires), if needed. But watch out for plug number 4. In order to gain access, the cold start assembly has to be pivoted slightly. Also, by accident, I found the vacuum canister, which is located in the rear quarter panel, driver's side, and is closed off by rubber caps. These caps deteriorate under time and weather conditions. They should be checked periodically and replaced, if needed.

> **"A good way to find out if there are any leaks in the cooling system is to put a pressure tester on the water tank in the rear."**

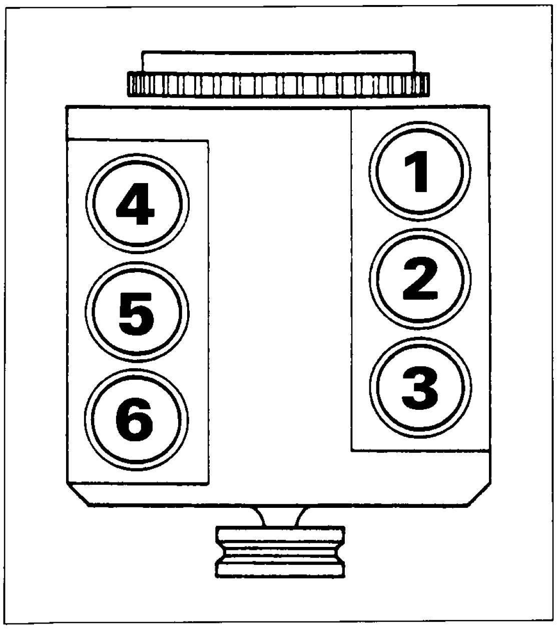

Illustration "A"

A good way to find out if there are any leaks in the cooling system is to put a pressure tester on the water tank in the rear. If this is done in your garage, spread some newspapers on the floor and you will find out easily where any clamps need to be tightened or replaced.

SPEEDO SUGGESTIONS

My speedo was not working properly so I decided to have the right angle unit rebuilt. While the original unit was away, I tried to install a right angle drive which I had purchased from the "other" DeLorean club and put away for just such an emergency. Guess what! I had no way of knowing but they had sold me a jury-rigged right angle drive with the cable cut too short to fit.

When I received the original back, it would still not work properly unless I shimmed the plastic shield with sponge rubber. I talked to my service center and they told me that this should not be necessary and right they were. The problem was with the small plastic shield that fit the wheel. On the inboard side is a small, square hole. The defective speedo had worn the hole and chamfered it

continued on page 36

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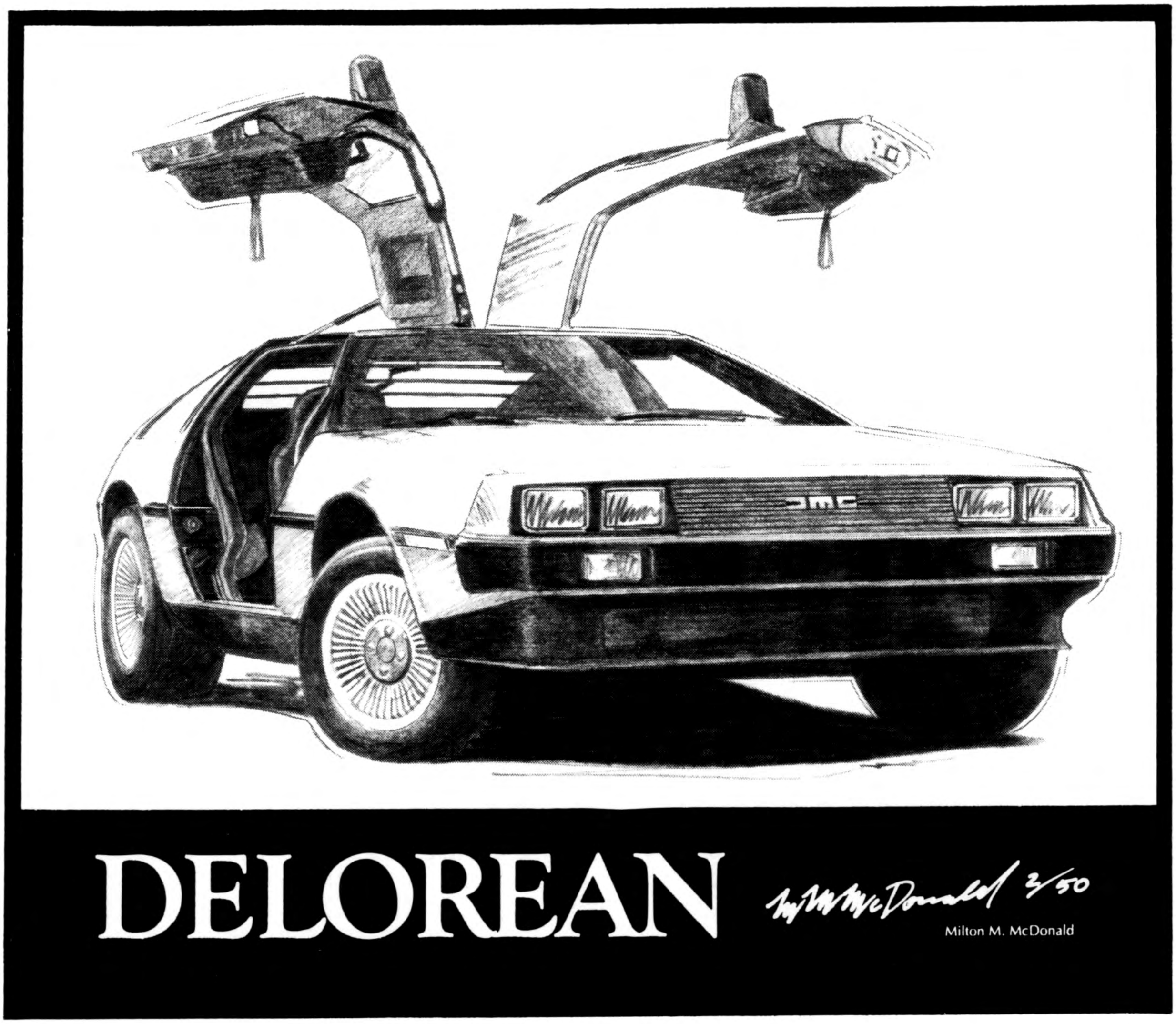

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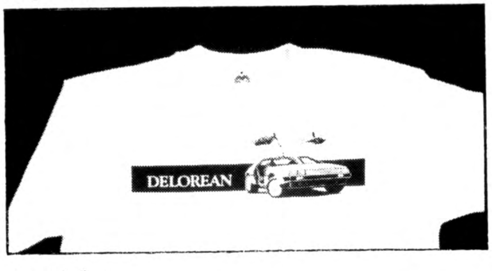

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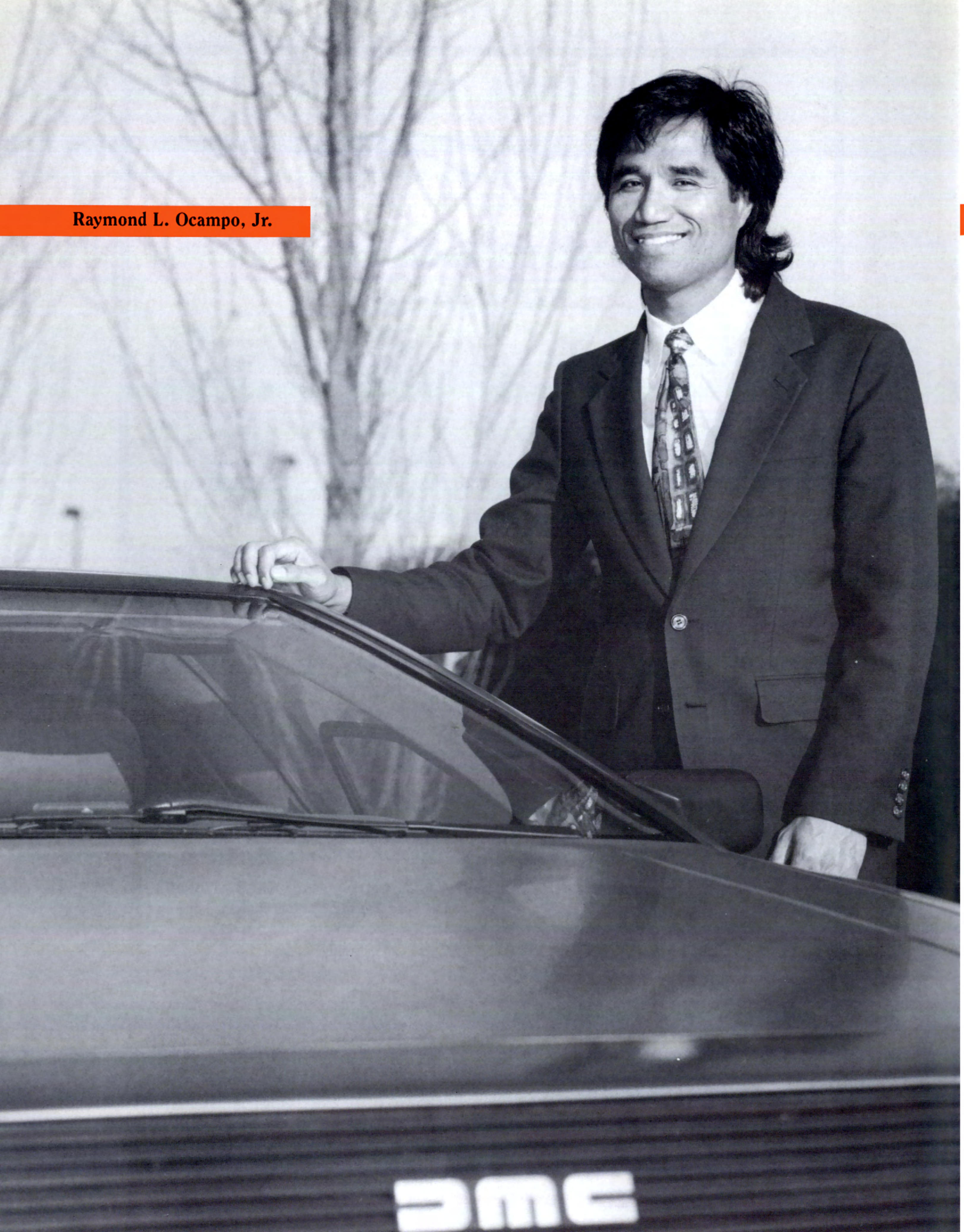


Raymond L. Ocampo, Jr.

"I went to DeLorean One mostly for peace of mind."

Ray Ocampo is General Counsel for Oracle Corporation in Redwood City, California. He was an Olympic luge competitor in Calgary in 1988 and has run over a dozen marathons.

"Ray, what is your opinion of the DeLorean marque?"

"The DeLorean is a great car with a lot of legend associated with it. I think it is quite distinctive and it will continue to be distinctive in the years to come."

"Why did you select DeLorean One to service it?"

"I saw the ad for the nationwide hauling service and I liked that idea because it meant I could have them service my car without putting additional miles on it. It just turned 13,000."

"How often do you drive it?"

"I didn't drive it very often, until recently. Then I made a conscious decision to enjoy the things I have and now I drive it every day."

"What work did DeLorean One do on your car?"

"Well, general maintenance, a clutch upgrade, a new header bottle, new seat leather, tail light work - but nothing that would affect the integrity of the car.

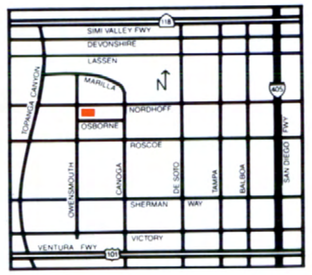
"Mainly, I wanted them to go through the car and determine whether there were any problems.

"I wanted peace of mind. I wanted it to start everyday and I didn't want to be stranded on the freeway, having to work with a mechanic who had no idea what he was doing with a car like this."

"Why did you buy a DeLorean?"

"I really bought it for my 12-year-old son and myself to enjoy together. When he's old enough, it will be his. "We both like the 'Back to the Future' movies so it is really an investment we can share that is a tangible expression of our common interest.

"In fact, I'm seriously considering getting another one with an automatic transmission. It will be easier for him to learn to drive."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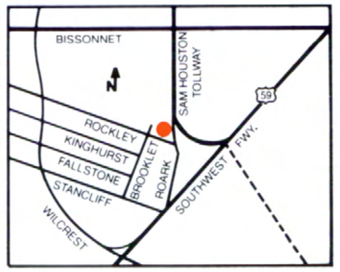
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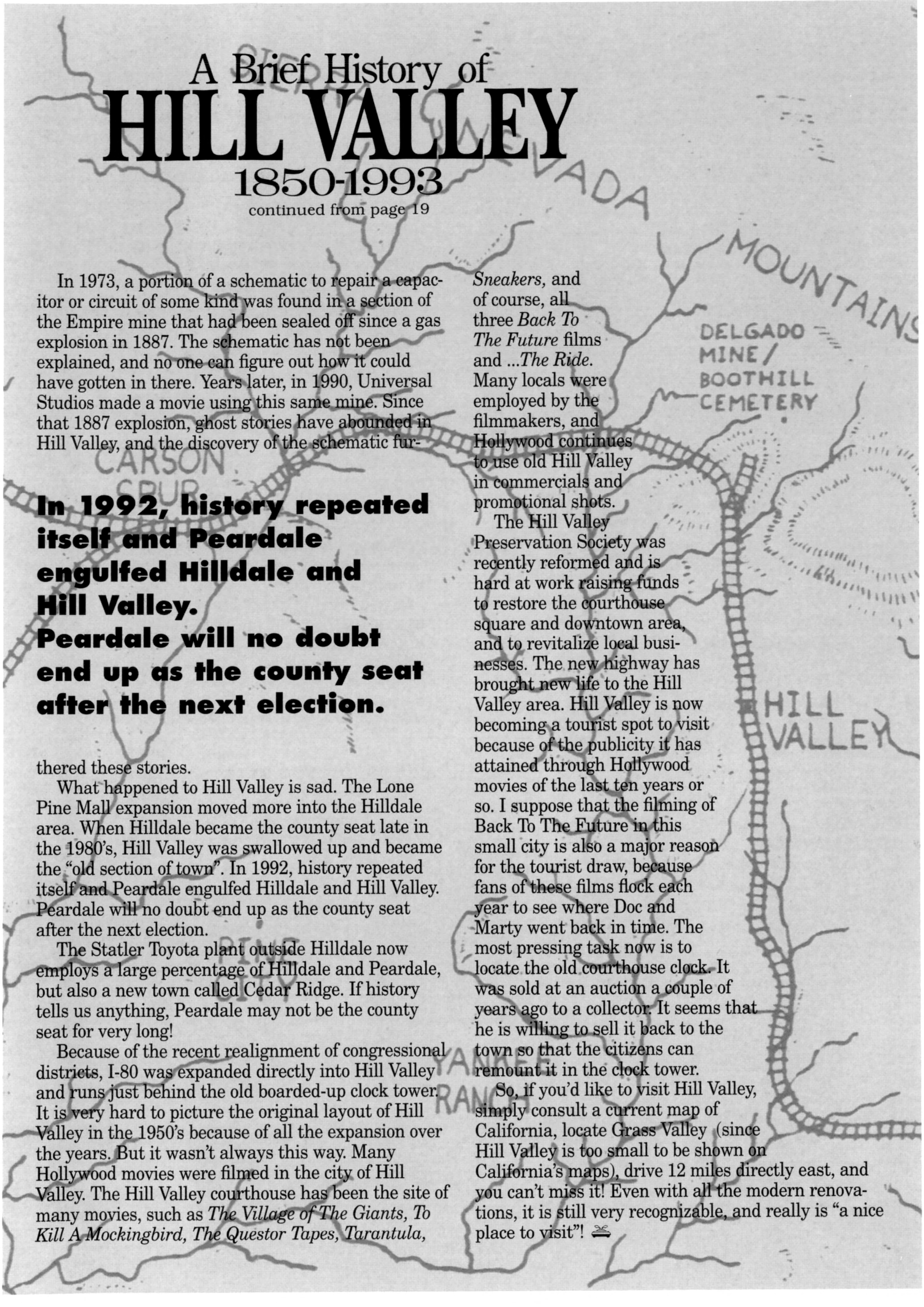

A Brief History of
HILL VALLEY
1850-1993

continued from page 19

In 1973, a portion of a schematic to repair a capacitor or circuit of some kind was found in a section of the Empire mine that had been sealed off since a gas explosion in 1887. The schematic has not been explained, and no one can figure out how it could have gotten in there. Years later, in 1990, Universal Studios made a movie using this same mine. Since that 1887 explosion, ghost stories have abounded in Hill Valley, and the discovery of the schematic furthered these stories.

In 1992, history repeated itself and Peardale engulfed Hilldale and Hill Valley. Peardale will no doubt end up as the county seat after the next election.

What happened to Hill Valley is sad. The Lone Pine Mall expansion moved more into the Hilldale area. When Hilldale became the county seat late in the 1980's, Hill Valley was swallowed up and became the "old section of town". In 1992, history repeated itself and Peardale engulfed Hilldale and Hill Valley. Peardale will no doubt end up as the county seat after the next election.

The Statler Toyota plant outside Hilldale now employs a large percentage of Hilldale and Peardale, but also a new town called Cedar Ridge. If history tells us anything, Peardale may not be the county seat for very long!

Because of the recent realignment of congressional districts, I-80 was expanded directly into Hill Valley and runs just behind the old boarded-up clock tower. It is very hard to picture the original layout of Hill Valley in the 1950's because of all the expansion over the years. But it wasn't always this way. Many Hollywood movies were filmed in the city of Hill Valley. The Hill Valley courthouse has been the site of many movies, such as *The Village of The Giants, To Kill A Mockingbird, The Questor Tapes, Tarantula, Sneakers,* and of course, all three *Back To The Future* films and *...The Ride.* Many locals were employed by the filmmakers, and Hollywood continues to use old Hill Valley in commercials and promotional shots.

The Hill Valley Preservation Society was recently reformed and is hard at work raising funds to restore the courthouse square and downtown area, and to revitalize local businesses. The new highway has brought new life to the Hill Valley area. Hill Valley is now becoming a tourist spot to visit because of the publicity it has attained through Hollywood movies of the last ten years or so. I suppose that the filming of Back To The Future in this small city is also a major reason for the tourist draw, because fans of these films flock each year to see where Doc and Marty went back in time. The most pressing task now is to locate the old courthouse clock. It was sold at an auction a couple of years ago to a collector. It seems that he is willing to sell it back to the town so that the citizens can remount it in the clock tower.

So, if you'd like to visit Hill Valley, simply consult a current map of California, locate Grass Valley (since Hill Valley is too small to be shown on California's maps), drive 12 miles directly east, and you can't miss it! Even with all the modern renovations, it is still very recognizable, and really is "a nice place to visit"!

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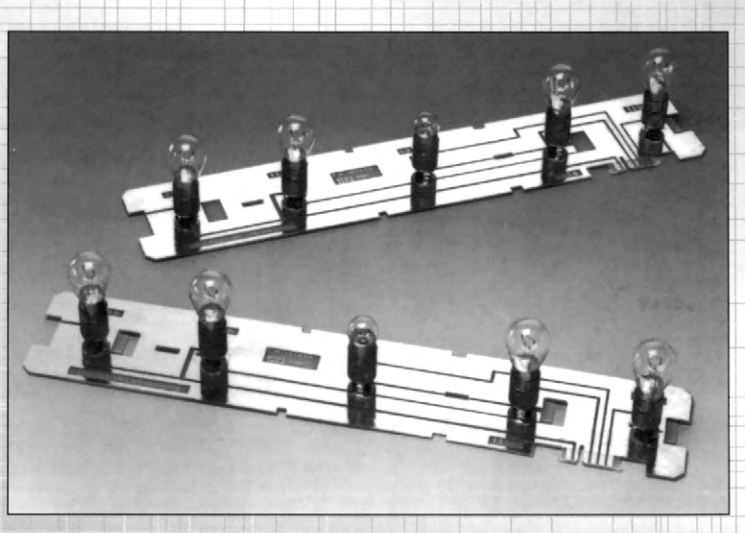

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SUGGESTIONS FROM STAN

continued from page 27

larger than it was supposed to be. It still looked square but you could not tell the difference unless you compared it to a good unit. Luckily, I did have another plastic unit. I installed it and it worked like new.

LUBRICATION

I discovered something about general lubrication for locks, cables, speedos, etc., the hard way. Never use graphite liquid or powder in any lock. Use the newer silicone lubes available at any locksmith shop. That's what they use and so should we because it prevents buildup of graphite sludge which fouls up locks. I had it in my ignition and it had to be removed and cleaned and it was not an easy job.

LOWERING THE CAR

Does it do harm or doesn't it? I lowered mine and I like the way it looks and rides. But is it really an improvement over the way it was? I don't think so. I do know it is a hazard. Every time something is on the road I have to avoid it as there is only about 2 1/2 inches road clearance. It is an annoyance since you cannot always see the road ahead because of big trucks, vans, etc. My advice - leave it alone. Save the money, headaches and possible repair bills in the future.

SECURITY

One item I have found very useful is a battery cut-off switch. This unit is mounted in the battery compartment and I use it as an auxiliary anti-theft unit. When it is turned off, it cuts all power to the car. Nothing works. Try to steal this car without flatbedding it. No way!

INSIDE LIGHTS

Do not leave any of the inside lights on too long. The heat buildup causes the plastic on the light bezel to heat up and melt. This melting causes distortion to the plastic and the contacts which are built into the clear bezel which causes the lights not to operate. There are no available replacement bezels so take care of the ones you have. They can be fixed, but you must be very careful. Remove the bezel from the light carefully so as not to break any small piece off the unit. Then, using a low-heat soldering gun, apply heat to the distorted lens to bring it back into correct shape so that when it is pivoted the contacts will be depressed to operate the light. By the way, the bulbs are a bear to obtain. Mine was a Mazda bulb made in France although the local Mazda dealer swore that all Mazda parts are made in Japan. When shown the bulb he just looked dumbfounded. Mazda doesn't have them, Volvo doesn't and NAPA, Pep Boys, etc. don't.

AIR CONDITIONER

One pulley bearing for the air conditioner compressor belt failed and froze up causing the belt to break and cut the water hose. The first clue was a plume of steam coming out of my car. Parts are available from our suppliers and they can talk you through this repair. But, check your bearings to make sure they are loose and turning freely. Lube them with silicone spray or WD-40.

WINDSHIELD LEAKS

While driving on the freeway on my way to work, a passing car kicked up a stone which caused a major crack in my windshield. My insurance paid for the replacement and the windshield was installed at my business. However, I now had a problem with a water leak. I did everything I could think of to stop it, including using 6 1/2 pounds of silicone gel. It still leaked. When the old, original windshield was taken out there was an area about 14 inches wide where no sealant was used. This is what caused the leak. New sealant was applied and I haven't had a problem with water since.

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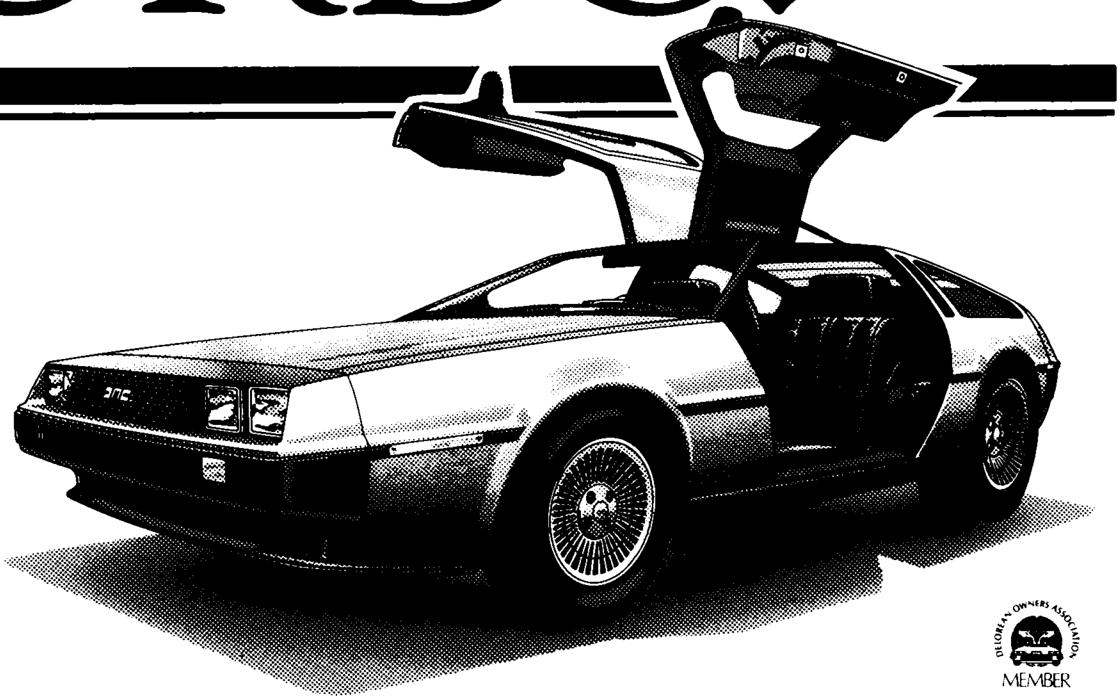

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